

Meeting Record

**MPO Officials Committee Meeting
Thursday, August 4, 2005
Mayor's Conference Room
City County Building, 555 South 10th Street
Lincoln, Nebraska**

MEMBERS AND OTHERS

IN ATTENDANCE: **Members:** Mayor Seng, Ken Svoboda, Bernie Heier, Deb Schorr, Monty Fredrickson (representing John Craig), NDOR

Others: Mike Brienzo, Karen Sieckmeyer, Public Works/Utilities; David Cary, Steve Henrichsen, Planning; Mary Roseberry-Brown, (Friends of Wilderness Park)

Item No. 1 - Review and action on the draft minutes of the Officials Committee Meeting.

Ken Svoboda, Lincoln City Council Chair, called the meeting to order and requested a motion to approve the minutes of the March 24, 2005, meeting. Motion was made by the Mayor Seng to approve the minutes, seconded by Deb Schorr. Motion carried with Heier abstaining.

Item No. 2 - Election of committee officers. According to the Bylaws, Committee officers consist of a Chairman and Vice-Chairman. Deb Schorr nominated Ken Svoboda for the Chair, Mayor Seng seconded. There being no discussion, nominations were closed. Ken Svoboda is the new Chairman.

Mayor Seng nominated Deb Schorr for Vice-Chairman, Bernie Heier seconded. There being no discussion, nominations were closed. Deb Schorr is the new Vice-Chairman.

Item No. 3 - Review and action on the proposed amendments to the *City of Lincoln and Lancaster County Comprehensive Plan* for the Annual Comprehensive Plan Review.

Steve Henrichsen, from the Planning Department, went over the five amendments that were a part of the annual review. All amendments were approved by the City Council and County Board with the exception of 05005, Fletcher Ave., 14th to 27th which was not approved. The other four amendments are Trails Network Plan; County Future Road Improvements; NW 70th and West Superior; and N. 56th and I-80 Industrial.

Deb Schorr made a motion for approval of the four amendments as outlined by Steve Henrichsen, seconded by Mayor Seng. Motion carried unanimously.

Item No. 4 - Review and action on a recommendation regarding 2005 Certification that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations. Recommendation is on the last page of the *2005 Certification Report*.

Mike Brienzo stated that each year the MPO puts together a report identifying the planning process that has been undertaken over the last year. It is documented as to how it relates to federal requirements and then the MPO goes through a self certification process. It goes through the MPO Technical Committee

and their recommendation is certification by this body. The recommendation on the last page is that the MPO endorses the compliance evaluation report and certify that the planning process for the Lincoln, Nebraska urbanized areas has met the Federal requirements. This report identifies that there are no major deficiencies in the planning process and certifies that the planning process is addressing the major issues facing the Lincoln MPO Planning area.

Brienzo also explained that the Lincoln MPO had recently gone through a detailed Certification Review with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FHWA) which was as held on May 4, and 5, 2005. In this two day review, staff went over all of the details of our transportation planning process and how it meets or doesn't meet Federal regulations. The finding was that our Transportation Planning Process does not require corrective actions. The findings did list 12 or 13 commendations and 8 recommendations that are more like strong suggestions. The MPO will be receiving a report regarding the certification review and that will be brought back to this committee.

Schorr asked what the report was referring to when it stated "the evaluation of the effectiveness of the public outreach methods is recommended". Brienzo said they would find out more when they received the actual report. Schorr's second question was whether the MPO is encouraged to initiate a proactive process for involving the freight community in the transformation planning process? Are we not listening to the freight community or what is the freight community? Brienzo stated that the MPO is in the process of getting the freight communities mailing list and we are interested in finding out what kind of input they have and whether they would be interested in some kind of a caucus. The MPO does send the trucking community our agendas and notify them to our Technical Committee Meetings as well as to the railroads. We are trying to set up a process where we could get feed back from them on a regular basis.

Deb Schorr made a motion that we approve the recommendation that the compliance evaluation subject to the reviews by the Technical Committee and Officials Committee that the Metropolitan Planning Organization endorse the compliance evaluation report and certify that the Planning Process for the Lincoln, Nebraska urbanized area has met the requirements outlined in said document, seconded by Heier. Motion carried unanimously.

Review and action on the FY 2006-2008 and 2009-2011 Transportation Improvement Program (TIP).

Mike Brienzo informed the committee that the Transportation Improvement Program parallels the development of the City's Capital Improvement Program. It comes after the adoption of the County's One and Six Year Program. In order to obtain Federal funding for key projects, it must be recognized in the Transportation Improvement Program and transmitted to the State, the Federal Highway Administration, and Federal Transit Administration for their approval. The County projects are in the One and Six Construction Program. The City's CIP is identified here and the MPO tries to make it identical to the City's program because the TIP is intended to reflect the CIP and we do not want them to look different. The state submits their projects so we can coordinate projects as well as other agencies like the Airport Authority, RTSD and any enhancement projects that require federal funding are included in this document.

Brienzo handed out a fact sheet for an amendment to the City element of the TIP. The MPO is asking that these be included in the City element subject to approval by the Lincoln City Council. Fredrickson mentioned that this will be given to all of the City Council and we ask that those changes be heard and

incorporated into the CIP in the upcoming public hearing. Brienzo explained that \$713,000 Lincoln Federal dollars did not make it into our work sheet early in the process, but we do want to apply it toward the Antelope Valley project in particular. That will allow some shifting of some other funds. This will be subject to approval by the City Council.

A motion was made to adopt the FY 2006-2008 and 2009-2011 Transportation Improvement Program by Deb Schorr, seconded by Mayor Seng, motion carried unanimously.

A motion was made to approve the TIP with the amendment by Mayor Seng, seconded by Monty Fredrickson. Motion carried unanimously.

Item No. 6 - Review and action on the *Lincoln-Lancaster FY 2005-06 Unified Planning Work Program for Transportation Planning*.

The Unified Planning Work Program tracks the planning dollars, the CIP, construction dollars, the Work Program, and PL funds for transportation planning purposes. This is Federal funding to support our transportation planning activities at an 80% to 20% match, 80% Federal dollars, 20% local dollars. The program covers the Fiscal Year beginning July 1 through June 30 which matches the State Fiscal Year. The program identifies different elements of the transportation planning process which includes administration, data development, which might include geographic activity, transportation modeling, census bureau activities and so forth. The big item for this coming year is updating of the Comprehensive Plan and the Transportation Plan. The last plan was adopted in 2002. We would like to have a draft in place by June of 2006. This year we have \$283,054 in allocation from federal dollars and \$51.59 in carryover. We have input into this report from Directors, reviewed and adopted by the MPO Technical Advisory Committee and recommended to the Officials Committee for approval.

Bernie Heier made a motion to approve the Unified Planning Works Program, Mayor Seng seconded. Motion carried unanimously.

Item No. 7 - Briefing on the *US-77 Corridor Freeway Amendment to the City of Lincoln Lancaster County Comprehensive Plan*.

Brienzo passed around a map showing the Lincoln Area Street and Roadway Improvements for 2025. The West Bypass was amended to the transportation plan to be upgraded to a freeway with actions by the MPO Technical Committee, Officials Committee, City Council, and the County Board. However, the result turned out to be two different plans. One shows “interchange studies” at both Old Cheney Road and Rokeby Road. The other, which was adopted by the City Council, does not show an “interchange study” at Rokeby Road. Since there are two different views on this, we thought when we reviewed the Long Range Transportation Plan, we would sort out the issues and come up with a single plan. The State is not moving ahead on these studies at this time. If they would, the agreement is they would get a check-off on the study elements by both the County and the City before they proceed. Monty Fredrickson recalls that when the Department of Roads restudies this, they will study Old Cheney, Yankee Hill and Rokeby for potential interchanges. So the County said to study two of them and the City said to just study one. Monty Fredrickson asked what we were really going to do when we start the study. Brienzo said it would be sorted out over the coming year with the update of the Long Range Transportation Plan. If there is a difference, it comes back to the MPO Officials and will be defined in the MPO’s plan. This is what is recognized by State and the Federal Highway Administration for federal funding. Which

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means this Committee will have the final decision. The additional language to restudy was just as a check and to take another look on how the City is growing. Monty Fredrickson mentioned that there is no urgency because there is no money now. Deb Schorr asked when this might be done. Monty Fredrickson thought if they stayed on schedule with the South Beltway, their schedule is to start actual construction in 2008 and finishing in 2012. If that actually happens, then the upgrade of the West Bypass to a freeway would take place in about two years. That means NDOR will start construction in 2010 and NDOR agreed that they would restudy this at a minimum of one year prior to that which would be 2009. In actuality, they would probably go two years ahead of construction so we are probably looking at 2008. The State has just purchased what they need for the Warlick interchange. Brienzo mentioned that by the end of 2006 or early in 2007, the new Transportation Plan should be in place so this is well ahead of the NDOR schedule. Monty Fredrickson said to pencil in 2008 and 2009 for the NDOR restudy of these intersections.

Meeting was adjourned at 2:40.